

Message Text

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43

ACTION EB-11

INFO OCT-01 EUR-25 ADP-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 SS-15 NSC-10 L-03 RSR-01

/086 W

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R 121433Z JUL 73

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 1724

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E.O. 11652: N/A

TAGS: ETRN, XX

SUBJECT: CIVAIR: POSSIBLE SUSPENSION OF AFFINITY CHARTER RULES

REF: STATE 133084

1. ABRAHAM OF SGAC (AS WELL AS OTHER ECAC DELEGATES) HAD BEEN APPRISED OF CAB ACTION RE NON-SUSPENSION AFFINITY CHARTER RULES PRIOR NOVEMBER 1974 DURING RECENT ECAC TRIENNIAL SESSION IN STRASBOURG AFTER U.S. OBSERVER DELEGATION HAD BEEN QUERIED THIS SUBJECT IN EXECUTIVE COMMITTEE. WE DREW ON CAB PRESS RELEASE JUNE 22 AS WELL AS CAB NOTICE OF JUNE 21. FOR THE RECORD, HOWEVER, EMBASSY IS CONVEYING PARA 1 REFTEL BY LETTER TO SGAC.

2. IN CONVERSATION WITH RCAA IN STRASBOURG, ABRAHAM INDICATED THAT GOF STILL PLANS TERMINATE AFFINITY RULE. HE EXPRESSED SATISFACTION WITH MANNER IN WHICH TGC/ABC CHARTERS HAD DEVELOPED AFTER SLOW START. HE CLAIMED THAT ABC FLIGHTS WITH CANADA, WHERE AFFINITY CHARTERS HAD BEEN ABOLISHED, HAD HAD GOOD SUCCESS. HE ALSO FOUND IT SINIFICANT THAT LARGE PERCENTAGE OF PASSENGERS ON PAN AM'S FRENCH-ORIGIN ABC FLIGHTS WERE PERSONS FLYING FOR FIRST TIME, THUS SUGGESTING THAT TGC/ABC FORMULA WAS BEGINNING TAP POTENTIAL AIR TRAVEL MARKET HITHERTO

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UNEXPLOITED. (COMMENT: PAN AM CONFIRMS THAT FIRST-TIME

AIR TRAVELERS HAVE TOTALED AS HIGH AS 70 PERCENT ON SOME OF ITS FRENCH-ORIGIN CHARTERS, BUT STRESSES THIS BASED ON SMALL SAMPLING. PAN AM IS MORE IMPRESSED THAT WITH ABC FLIGHTS IT IS DRAWING FAR MORE PASSENGERS THAN HITHERTO FROM FRENCH PROVINCES, WHICH IT ATTRIBUTES TO ADVERTISING OF LOW CHARTER RATES).

3. ABRAHAM EXPRESSED BELIEF THAT TGC/ABC RULES WERE STILL TOO RIGID AND WOULD HAVE TO BE RELAXED. HE SUGGESTED (AS HE DID LATER IN STATEMENT TO ECAC SESSION) THAT ADVANCE BOOKING PERIOD MIGHT BE REDUCED FROM 90 DAYS TO 45 DAYS, FOR EXAMPLE. ALSO, WAITING LIST COULD PERHAPS BE DISPENSED WITH AND REPLACED BY SUBMISSION SINGLE LIST OF PASSENGERS FOR, SAY, 110 PERCENT OF CAPACITY. ABRAHAM STRESSED THAT THESE WERE NOT FIRM PROPOSALS BUT ONLY THE FRUITS OF SOME INITIAL SPECULATION THIS SUBJECT ON WHICH, HOWEVER, AND VERY INFORMALLY, HE WOULD APPRECIATE LEARNING U.S. VIEWS. SAID WOULD LIKE TO HAVE OUR VIEWS BY LATE AUGUST.

4. COMMENT: ABRAHAM, WHO IS GIVEN FAIRLY FREE REIN BY LATHIERE TO DETERMINE FRENCH CHARTER POLICY WITH SGAC, WAS, AS DEPARTMENT AWARE, ELECTED CHAIRMAN OF ECONOMIC COMMITTEE II ON NON-SCHEDULED AIR TRANSPORT AT RECENT ECAC TRIENNIAL SESSION AND SO WILL ALSO BE ECAC'S SPOKESMAN ON CHARTER QUESTIONS FOR AT LEAST NEXT THREE YEARS. HE IS ALL THE MORE LIKELY TO TAKE HIS ECAC ROLE SERIOUSLY SINCE HE HAS NOT ONLY AN ALMOST RELIGIOUS COMMITMENT TO THAT ORGANIZATION BUT, AS HE CONFIDED TO RCAA IN STRASBOURG, HIS ELECTION TO IMPORTANT COMMITTEE CHAIRMANSHIP HAD BEEN RESISTED FOR A TIME BY CERTAIN OTHER DELEGATIONS BECAUSE OF LACK OF PRECEDENT FOR SUCH POST GOING TO OTHER THAN A DIRECTOR GENERAL OF CIVIL AVIATION. HENCE, THERE WILL BE NATURAL INCENTIVE FOR ABRAHAM TO DEMONSTRATE TO ECAC COLLEAGUES THAT HE IS UP TO THE TASK AND SO WE CAN, IF ANYTHING, EXPECT HIM TO PUSH FOR EVEN MORE ACTIVIST ECAC ROLE IN FIELD OF CHARTER POLICY THAN ECAC HAS PRACTICED HERETOFORE.

DECON FOLLOWING JULY 11, 1974.

IRWIN
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